

# ACCESSORY BUILDINGS AND GARAGES

## Existing

Garages and accessory buildings have separate floor area limitations.

## Proposed

- Combine the maximum floor area allowances for accessory buildings and garages, allowing the space to be used for either purpose (provided covered parking requirements are met).
- Allow additional square footage on larger lots.
- Continue to limit floor area in a single structure. Limit the amount of livable floor area.
- Design review required for detached buildings greater than 500 square feet and for more than two covered parking spaces

Existing and proposed allowances are shown in the table below, with changes shown in underline (new allowances) and ~~strikeout~~ (existing allowances).



Maximum Floor area, Accessory Buildings and Structures-Single Residential Unit				
Lot Size	Maximum Floor Area (square feet)			
	Garage	Accessory Buildings	Single Structure Containing Covered Parking and Accessory Floor Area	Total Garage and Accessory Building Floor Area Per Lot
Less than 20,000 square feet	500	500	1,000	1,000
20,000 square feet up to one acre	750	500	1,250	1,250
One acre up to three acres	750	500	1,250	<del>1,500;</del> <u>maximum of 500 sq ft detached livable<sup>1</sup> floor area</u> <del>1,250</del>
Three acres or larger	750	500	1,250	<del>1,750;</del> <u>maximum of 500 sq ft detached livable<sup>1</sup> floor area</u> <del>1,250</del>

<sup>1</sup> Livable floor area is defined in Chapter 28.55 of NZO as a subtype of floor area, and consists of finished and heated areas.



# TEMPORARY USES

Recognize certain temporary uses benefit the community and should be allowed, provided that short-term negative effects are minimized. Temporary uses are organized in the following four categories:

## Exempt Temporary Uses

### Temporary events subject to other City temporary use permits

- Parks and Recreation Permit, Parade Permit, Circus and Carnival Permit, etc.

### Garage Sales

- Residential sale of personal property
- Maximum four times per 12-month period, maximum three days/event

### Non-profit Fund Raising

- Nonresidential zone
- Maximum four times per 12-month period, maximum three days/event
- Cannot displace parking or obstruct circulation

### Construction Building or Office



## Temporary Uses Requiring a Zoning Clearance

### Temporary Structures

- Nonresidential use in nonresidential zone.
- Maximum 12 consecutive months.
- Maximum 1,500 square feet per site.
- Also subject to parking, development standards, and site condition requirements.

### Commercial Use of Recreational Vehicles, Mobile Homes, and Modular Units

- Carry forward current allowances for vehicle sales offices, park offices, sales and leasing offices, business operations, and fire protection purposes.

### Seasonal Sales

- Located in a nonresidential zone on a lot developed with nonresidential uses
- Six weeks/holiday, six times per 12-month period
- Parking and site condition requirements

### Special Events and Sales

- Associated with existing use on same site
- Six times per 12-month period, three days/event
- Must occur between 8:00 am and 9:00 pm
- Surfacing, parking, obstructions, accessibility, condition requirements

### Mobile Food Vendors

- Nonresidential zone on lot with nonresidential use
- One truck/day/parking lot
- Four hours/day/lot
- No more than 90 days in 12-month period
- 500-ft separation from other mobile food vendor
- No parking spaces required
- May displace up to 3 parking spaces, maximum 10% of total parking spaces on site, or parking for use that is not open
- Limited to food and beverage
- Must be vehicle or vehicle with a trailer



## Temporary Uses Requiring a Performance Standard Permit or Conditional Use Permit

- Additional allowances for location, duration, number of events, etc.



- Requirement for conforming parking only triggered with demolition
- Additions may be constructed in locations where parking could have been provided



# PARKING – FOOD SERVICE USES

## Food Service Uses

### Existing

Sit-down restaurant, fast food, and retail uses have different parking ratios (1/100 sf, 1/250 sf, and 1/3 seats).

### Proposed

Make parking ratio for all food service uses the same. Eliminate the “per seat” option:

#### Concern

This is difficult to administer. Staff must determine:

- Is it a sit-down or fast food restaurant?
- Is it retail food sales or a restaurant?
- Is the number of seats shown plausible?
- Has the business operation evolved?

There are 5 options presented below, including three new options that are a middle ground between the two competing objectives. There are advantages and disadvantages of each approach.

#### Option 1 1/100 - Current parking ratio for fast food uses

- Represents the parking demand for restaurant uses based on Institute of Transportation Engineers (ITE)
- Staff no longer recommends this ratio as an option

#### Option 2 1/125 - Expected average parking demand for all types of restaurants in Santa Barbara based on staff’s analysis

- Advantage – There is expected to be limited or no increase to the on-street parking burden for new food service uses outside the Central Business District (CBD)
- Disadvantage – The increased parking requirement would be an impediment for existing commercial spaces (established with a 1/250 ratio) to convert to food service uses outside the CBD and shopping centers

#### Option 3 1/100 + 1/250 - Parking at a ratio of 1/100 for customer service areas and 1/250 for employee areas of the food service use

- Advantage – Gives more flexibility depending on the layout of the operational space
- Disadvantages – Would not fully meet the anticipated parking demand, and there would be some uncertainty of the parking requirement, dependent upon floor plan analysis

#### Option 4 1/150 - Similar amount of required off-street parking spaces as the 1/100 + 1/250 ratio

- Advantage – Removes the uncertainty of the floor plan analysis
- Disadvantages – Would not fully meet the anticipated parking demand

#### Option 5 1/250 Existing parking requirement for some food services uses (e.g., bakeries, wine tasting rooms, and restaurants with few seats)

- Advantage – Encourages adaptive reuse of existing commercial buildings outside the CBD
- Advantage – Would not create new parking nonconformities for those uses
- Disadvantage – Most likely of all options to increase the burden on the on-street parking supply
- Disadvantage – Existing fast food restaurants would be reduced from 1/100 to 1/250, which is a significant (60%) reduction in required parking for those uses



# Industrial M-I (M-1) Zone

## General Plan Policy LG8

Preserve and encourage the long term integrity of light manufacturing uses.

Possible implementation actions to be considered:

- Narrow commercial uses
- Protect Industrial zoned areas
- Ensure sufficient land available for industrial uses

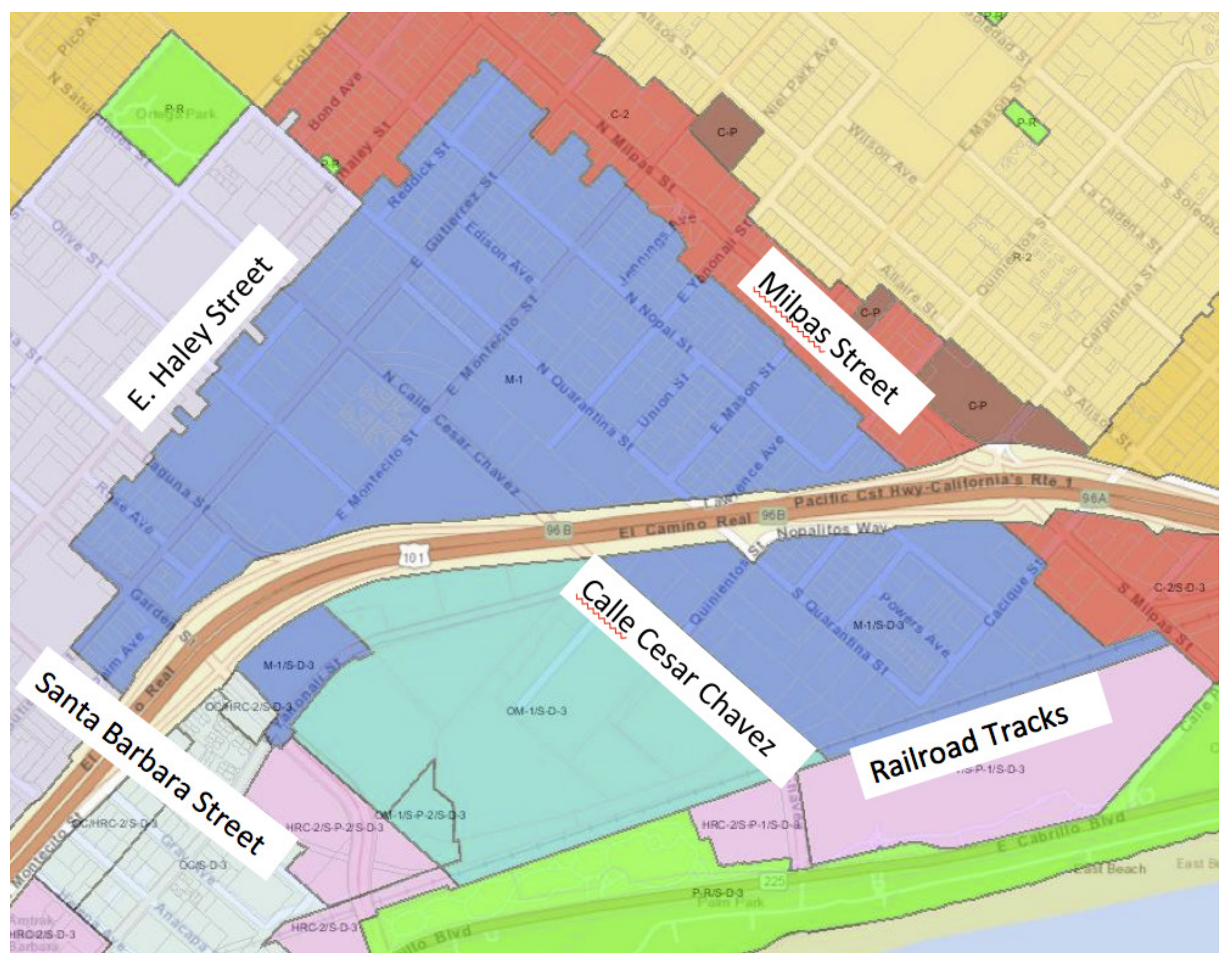
## Existing

The M-1 Zone is currently the least restrictive and allows all uses except residential

## Uses Proposed for Removal from the M-I Zone

- Community Assembly (generally)
- Eating & Drinking Establishments
- Cultural Institution
- Hotels & Extended Stay Hotels
- Day Care Centers
- Offices, Medical & Dental
- Instructional Services
- Offices, Business & Professional\*
- Schools
- Food & Beverage Retail Sales
- Banks and Financial Institutions
- General Retail
- Commercial Entertainment (small- and large-scale, including theaters)

\*Some of these uses may be allowed as accessory uses to an industrial use.





# Neighborhood Markets

## General Plan Implementation Action LG4.4

Corner Stores/Small Neighborhood Centers. Amend the Zoning Ordinance to enable and ease establishment of limited neighborhood-serving commercial and mixed use in residential areas.

### Existing

Neighborhood markets currently exist in R-2, R-3, and R-4 zones

- New markets not allowed
- Limited improvements allowed to nonconforming markets



### Proposed

- Allowed with Performance Standard Permit, a Conditional Use Permit in single unit residential zones

Development Standards. Neighborhood Markets, developed as either a stand-alone use or with other allowed land uses on a lot, shall be located, developed, and operated in compliance with the following standards:

- a. Size. Neighborhood Markets are limited to 1,500 square feet per lot.
- b. Distance. Neighborhood Markets shall be located on a lot that is a minimum of 500 feet from a lot that contains another Neighborhood Market.
- c. Hours of Operation. Hours of operation, including loading and unloading of merchandise, shall be as determined by the Review Authority.
- d. Food Preparation and Consumption. Food may be prepared on the premises and food and beverages may be consumed on the premises as an ancillary use provided at least 50 percent of the interior floor area is devoted to retail sales.
- e. Outdoor Seating. Outdoor seating for customers is allowed in the front setback, but not interior setbacks. Seating shall not obstruct the right-of-way, sight distances, or otherwise create hazards for vehicle or pedestrian traffic.
- f. Produce Display. The outdoor display of produce associated with the Neighborhood Market is allowed, subject to the following standards.
  - i. The display does not disrupt the normal function of the site or its circulation and does not encroach upon parking spaces, driveways, pedestrian walkways, or required landscape areas; and
  - ii. All produce is removed or enclosed at the close of each business day.
- g. Lighting. Lighting shall comply with the Outdoor Lighting Ordinance, Santa Barbara Municipal Code Chapter 22.75.
- h. Parking. Automobile parking spaces are not required. Bicycle parking shall be provided pursuant to Chapter 28.47, Parking Regulations.
- i. Setbacks. New structures, and additions to existing structures, are subject to the nonresidential setbacks of the applicable zone.
- j. Maintenance. Any outdoor dining area and the adjoining street, curb, gutter and sidewalk shall be maintained in a neat, clean and orderly condition at all times, regardless of the source of the refuse and litter.

# NONCONFORMING BUILDINGS AND USES

The 1975 down-zone increased setbacks for many parcels from 5 feet to 6 feet or more, resulting in many nonconforming structures built 5 feet from the interior property line. Currently, a high volume of modifications approved to deal with these nonconforming situations.

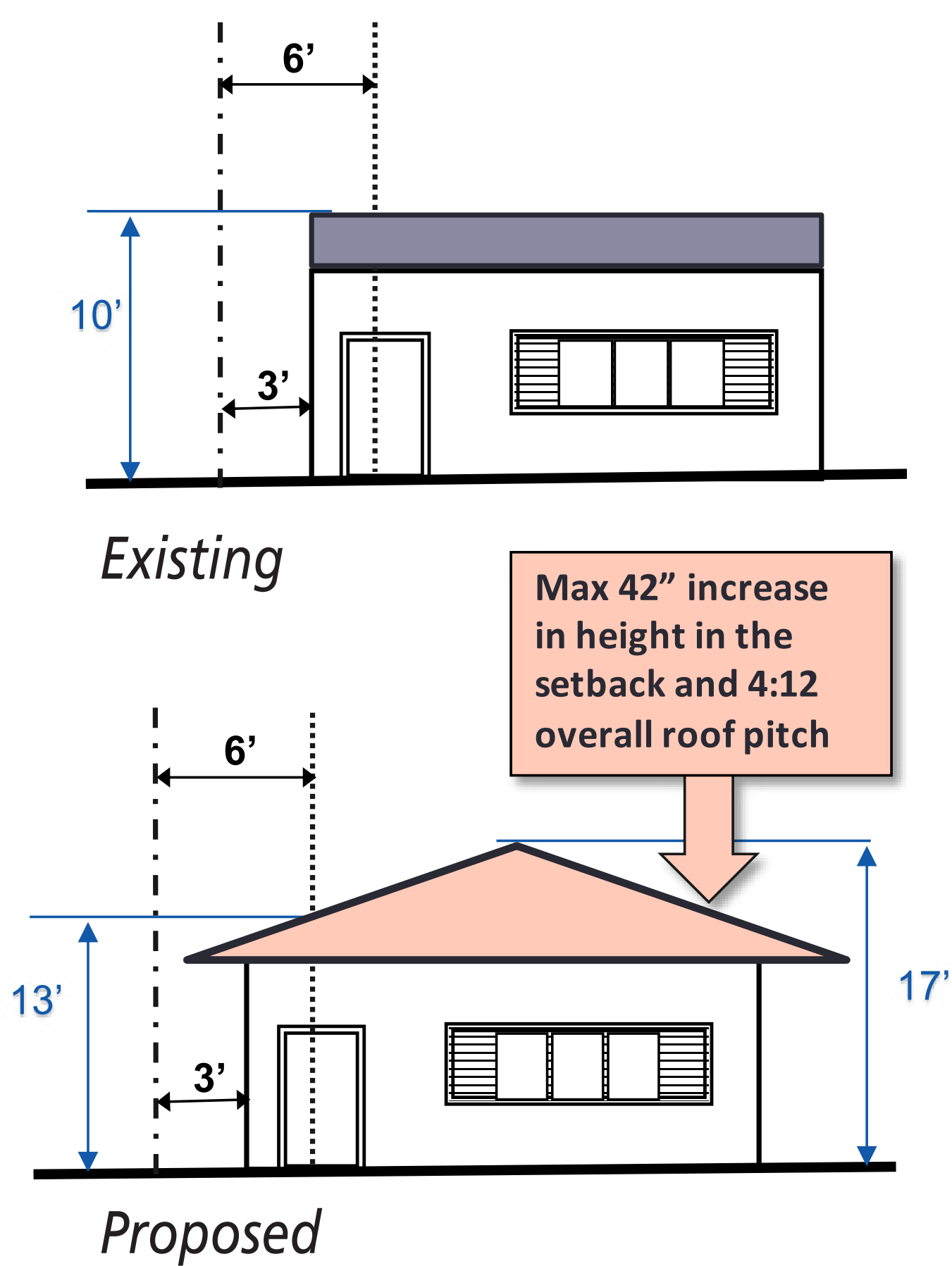
## Alterations to Nonconforming Buildings

### Existing

Nonconforming buildings may be maintained, improved, and altered provided there is no change of use and no change to basic exterior characteristics or appearance of the structure.

### Proposed

Clarify language to specify alterations that are allowed and those that are prohibited. Allow window and door changes located on the first floor and at least 5 feet from the property line and a limited height increase in the setback to accommodate changes in roof pitch.



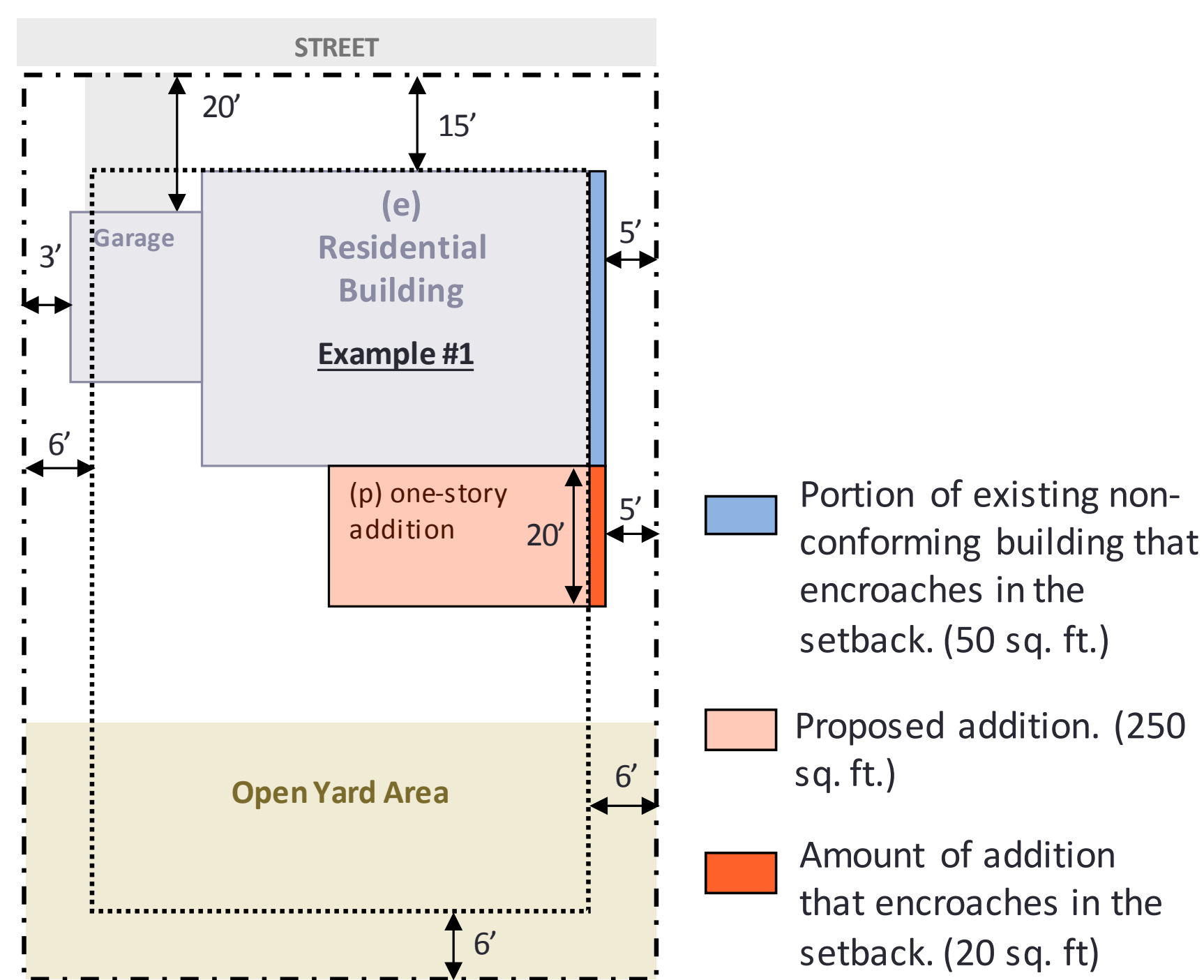
## Additions to Nonconforming Structures in Setbacks

### Existing

Additions to structures with nonconforming setbacks must either jog inward by a foot or require a modification.

### Proposed

Allow small first floor additions along the same wall plane as the existing building for a maximum of 20 feet and located no closer than 5 feet to an interior lot line.



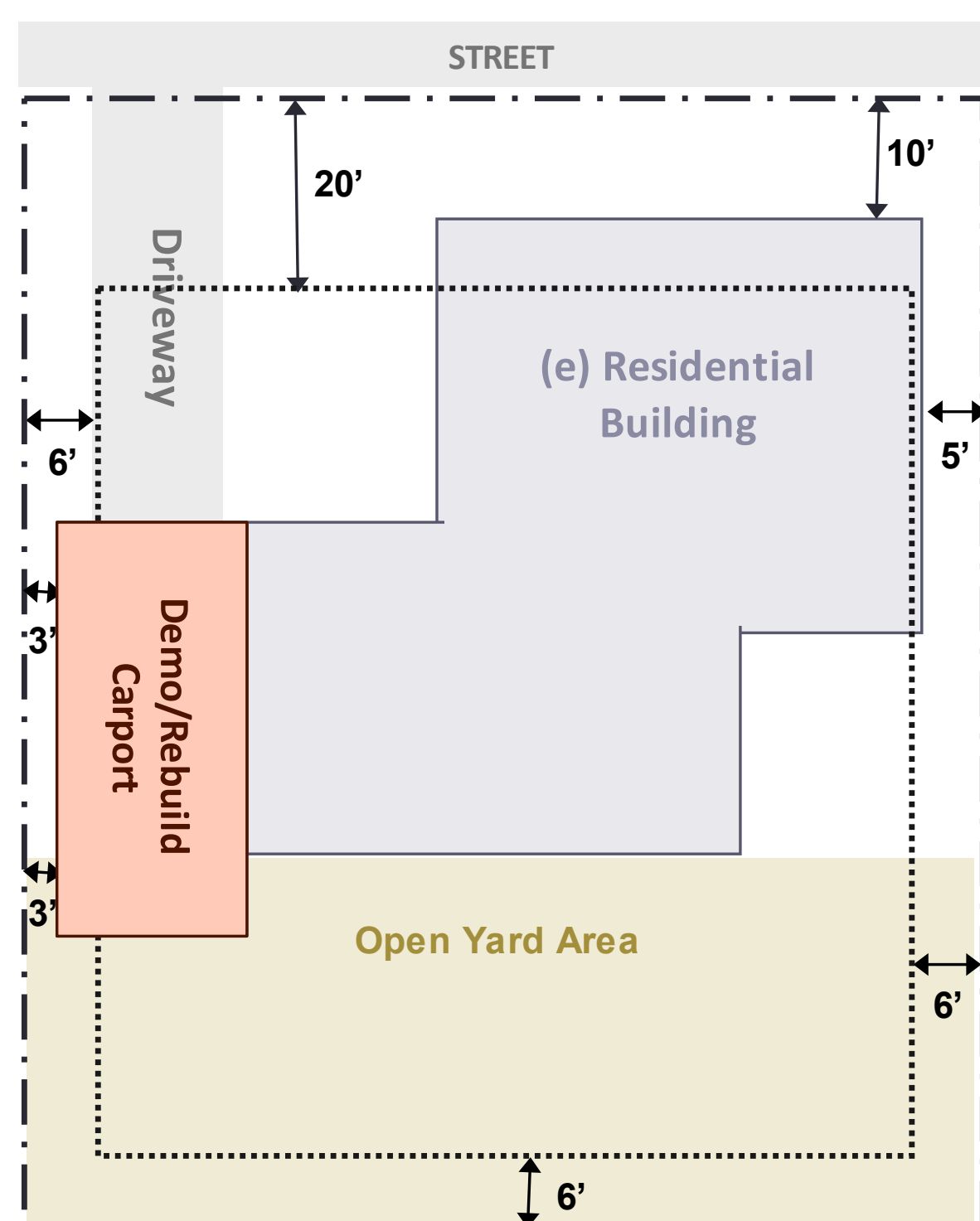
## Expansion of Nonconforming Garages and Carports

### Existing

Garages and carports that do not meet current interior size standards are common in older developments.

### Proposed

"Undersized" garages and carports that are nonconforming to interior setbacks may be expanded or demolished and rebuilt to meet current interior size standards provided the number of parking spaces is not increased and minimum dimensions are not exceeded.





# ENCROACHMENTS INTO SETBACKS AND OPEN YARDS

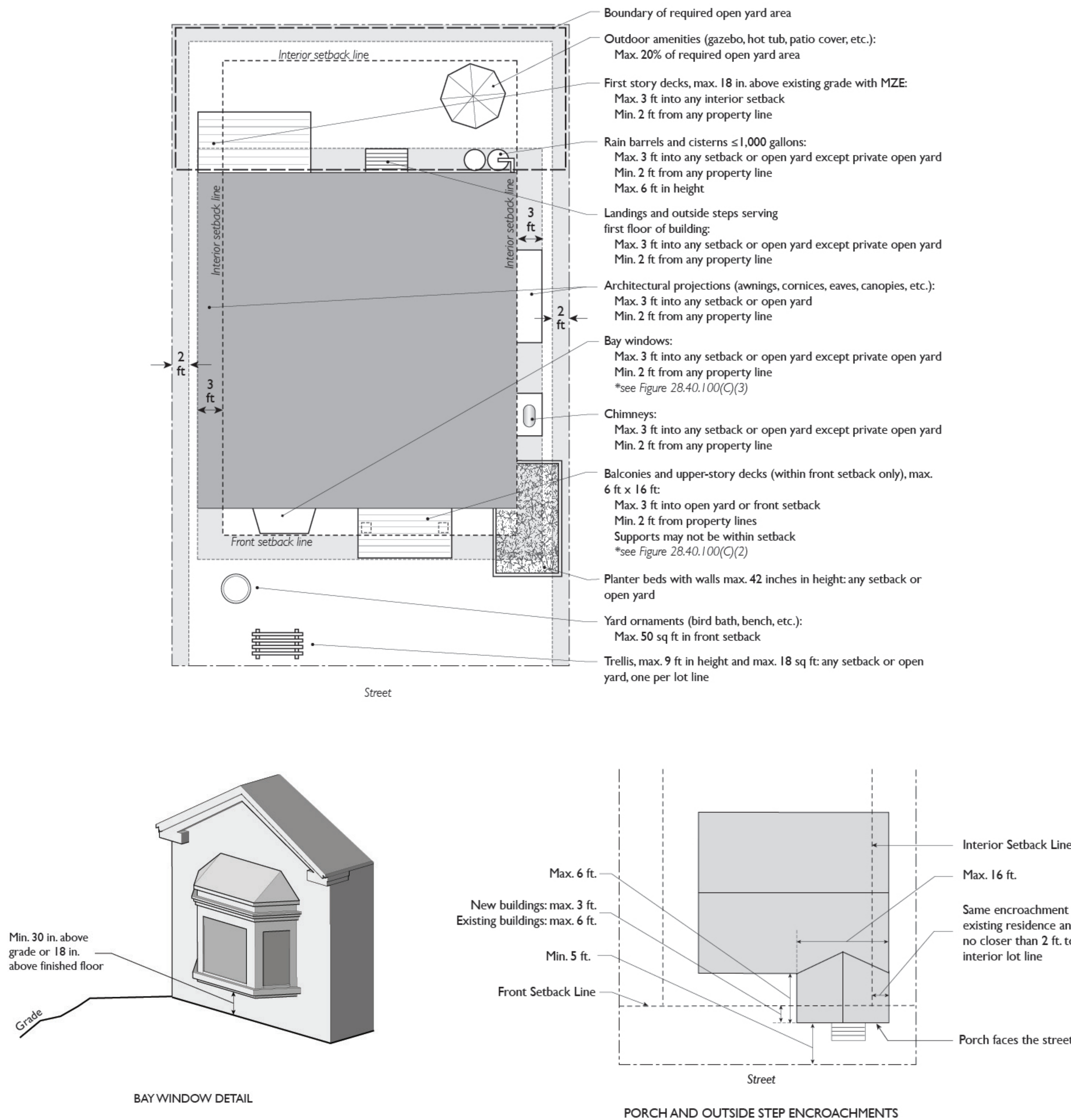
Setbacks and yards must be unoccupied and unobstructed from the ground upwards, except as specifically allowed.

## Existing

Encroachments allowed into setbacks and open yards between 2 and 3 feet, depending on nature of the structure or object.

## Proposed

Simplify by allowing most improvements to encroach 3 feet, with specific limitations such as minimum distance to property lines and maximum encroachment into certain areas.





# OPEN YARD AND OUTDOOR LIVING SPACE

## Existing

Open yard area requirements are based on zone designation. A variety of approaches to meeting the requirements are offered, resulting in a complex system that is confusing and can result in inequity in what is required.

## Proposed

Simplified requirements based on number of units instead of zone designation.

*Lots developed with one or two units:*

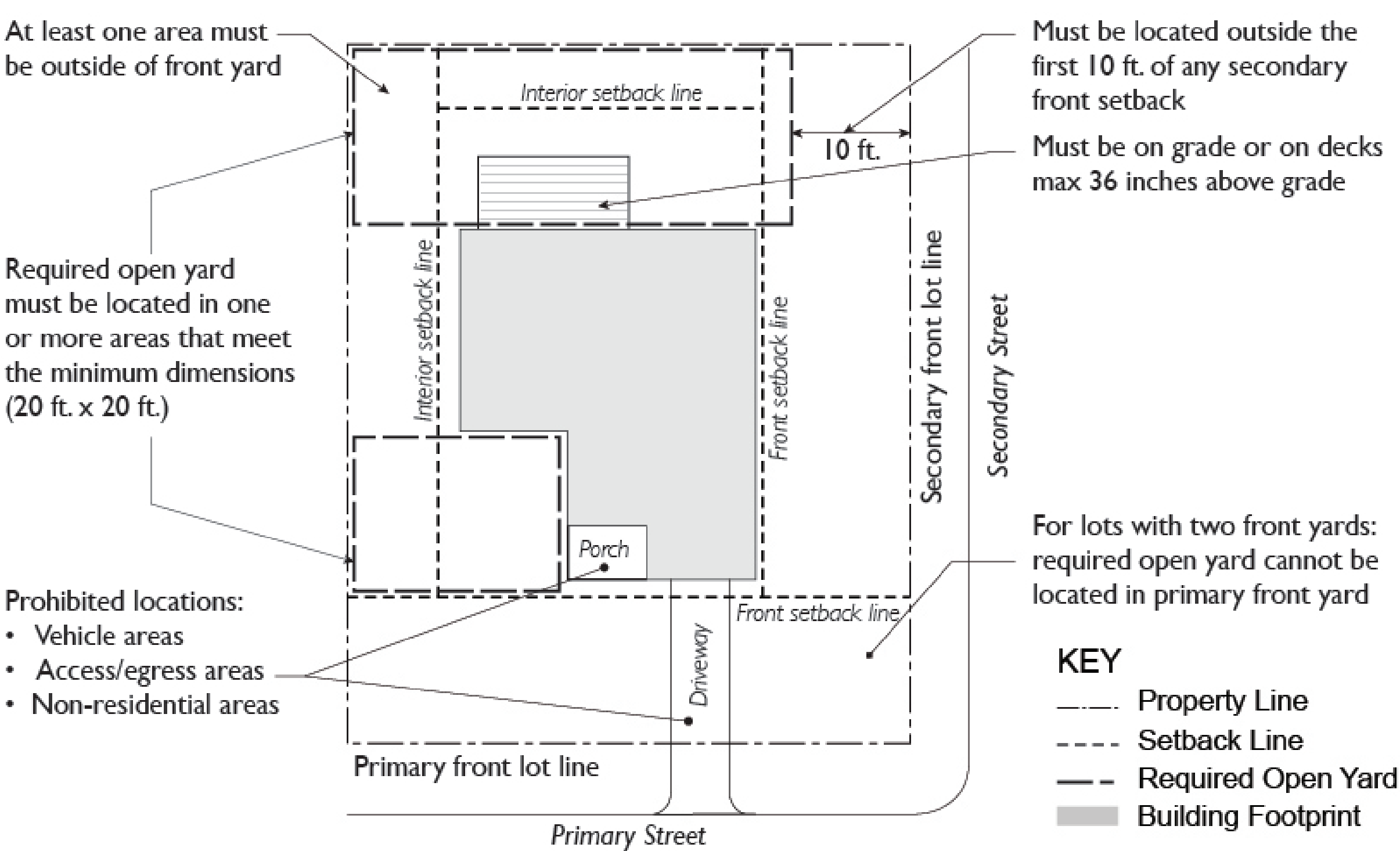
- Minimum Area: 1,250 square feet  
800 square feet on lots less than 5,000 square feet in size, and  
lots less than 6,000 square feet and developed with two-unit residential
- Minimum Dimension: 20 feet by 20 feet

*Lots developed with 3 or more units and mixed-use development:*

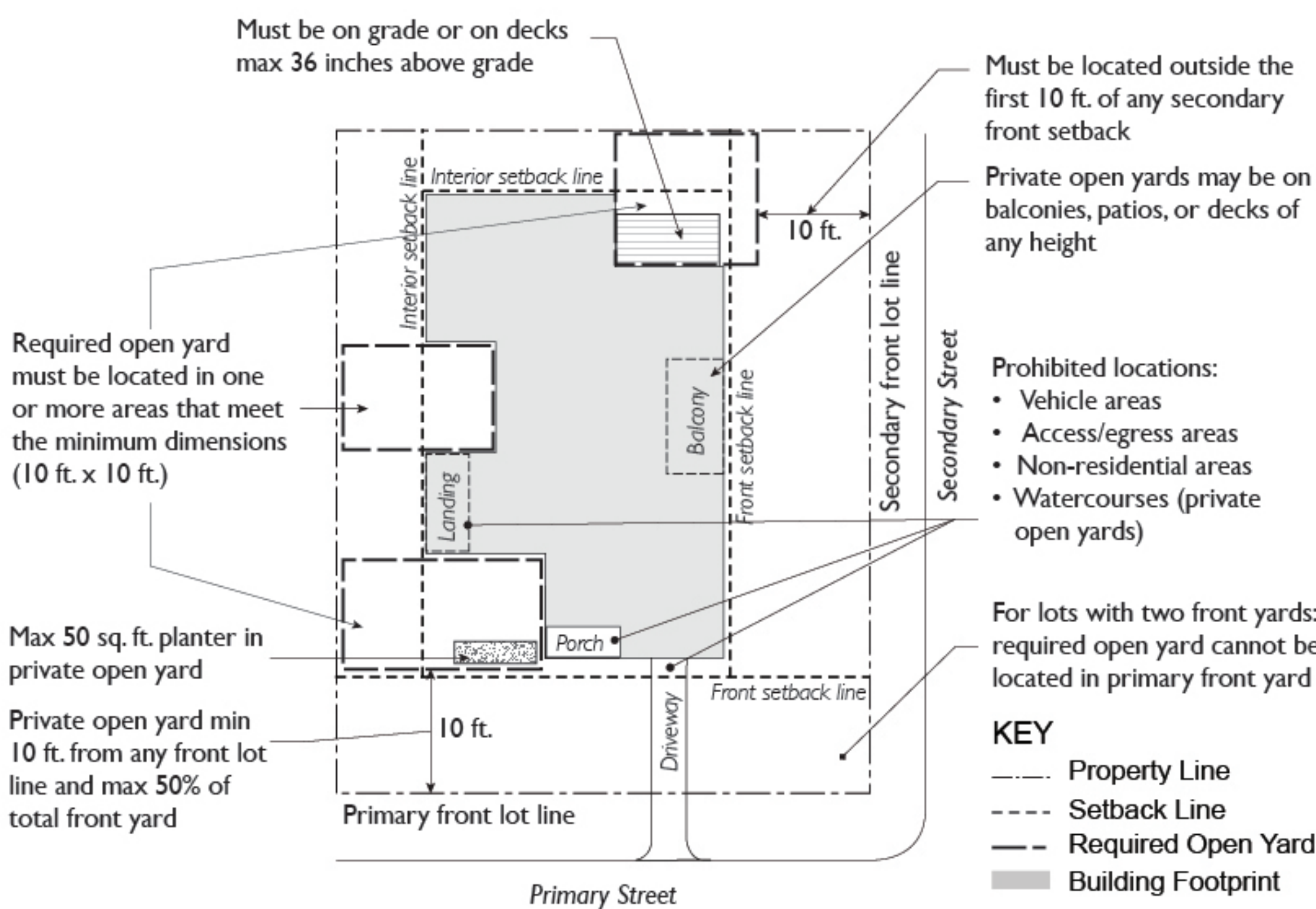
- Minimum Area: 15% of net lot area
- Minimum Dimension: 10 feet by 10 feet
- Private Open Yard (per unit): Same dimensions as existing

*Lots developed with  
Average Unit Size Density (AUD)*

- No change to open yard requirements for AUD projects



OPEN YARD — SINGLE-UNIT AND TWO-UNIT RESIDENTIAL



OPEN YARD — MULTI-UNIT AND MIXED-USE



# PARKING – SMALL RESIDENTIAL UNIT PARKING REDUCTION, CARSHARING TANDEM PARKING, AND OTHER PROPOSED PROVISIONS

## Tandem Parking

### Existing

Tandem parking allowed for *mixed-use developments* when spaces are assigned to a single residential unit.

### Proposed

Also allow tandem parking for *multi-unit residential* and *nonresidential uses* with limitations.

## Small Residential Unit Parking Reduction

### Existing

Residential units with 600 square feet or less of livable floor area and no more than one bedroom require 1.25-2 parking spaced depending on development type.

### Proposed

Require 1 uncovered parking space for residential units with 600 square feet or less of livable floor area and no more than one bedroom

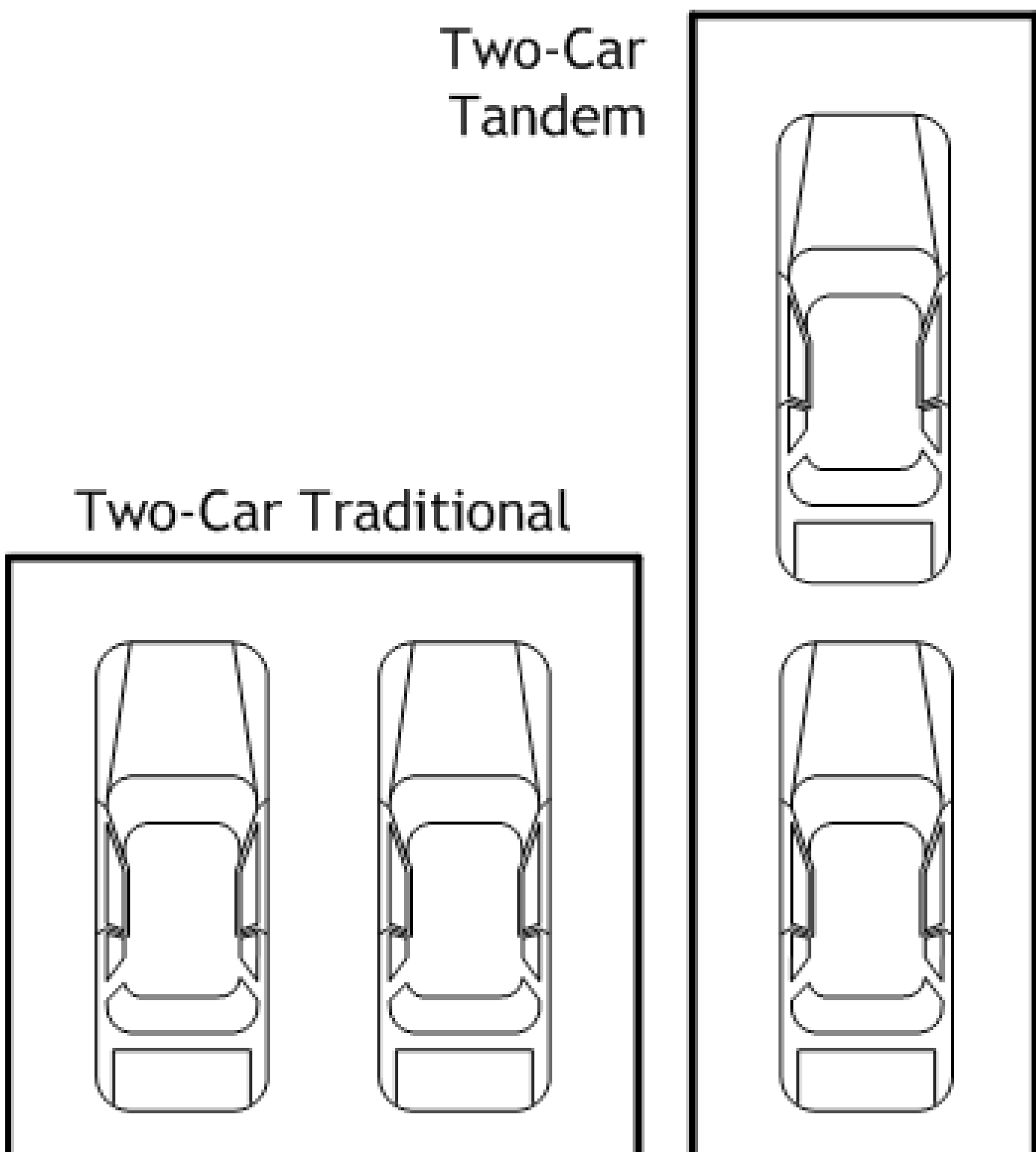
## Carsharing

### Existing

City currently allows *on-street* carsharing programs as outlined in Title 10: Transportation and Parking.

### Proposed

On private property, allow limited number of required parking spaces (up to 5% for multi-unit residential and mixed-use and 25% for nonresidential) to be designated for carsharing vehicles.



## Proposed Provisions by Topics

### Bicycle Parking

- Specific requirements for long-term and short-term bicycle parking.
- Short-term bicycle parking not required on private lots in certain areas of CBD.
- Public Works Director may allow reductions through a Waiver.

### Shopping Centers

Define term and require parking at a rate of 1/250 square feet.

### Off-Site Parking for Residential Development

Increase flexibility while still providing needed parking by allowing off-site parking for residential development in commercial zones.

### Valet Parking

Allow valet parking on private property with standards. Variations must be approved pursuant to a Waiver from the Public Works Director.

### Accessible Parking Provided in Addition to Residential Parking

For new residential or mixed-use development, where one parking space per unit is required, require that accessible parking be provided in addition to the one parking space per unit requirement.

### Parking Requirements for Specific Zones

Eliminate parking requirements by zone. Incorporate parking requirements into table of Required Off-Street Parking Spaces by *use*.

### Electrical Vehicle Supply Equipment (EVSE)

Pursue increasing EVSE pre-wiring beyond requirements established in the California Green Standards Building Code (CalGreen) through the City’s building code adopting ordinance, not the NZO.

